

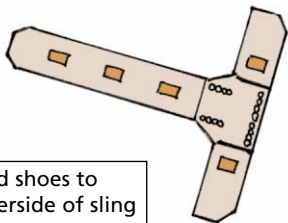


Aluminum Shoes Protect Sling

The M1 tank's engine and transmission sling, NSN 4910-01-086-6837, is a heavy piece of equipment. That's why it's usually dragged to where it's needed in the motor pool.

But dragging puts a lot of wear and tear on the sling's rivets. Sooner or later the rivets snap and the sling collapses in the middle of a lift. You don't want to be nearby when that happens.

Protect the sling's rivets by welding small aluminum "shoes" to the underside of the sling.



Weld shoes to underside of sling

The shoes are 2 inches long by 1 inch wide by 2 inches high. Cut them from aluminum stock, NSN 9530-00-232-5584.

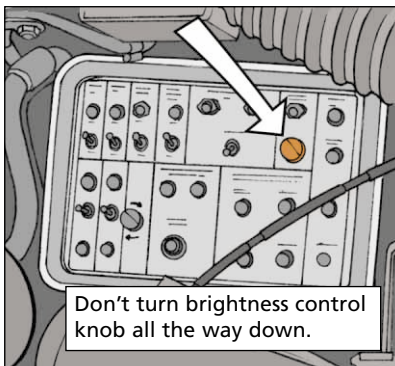
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M1A1 Tank . . .

Lights Out?

Just because you can use the brightness control knob to completely dim the lights on the commander's panel of your M1A1 tank doesn't mean you should. In fact, you **shouldn't**.

Dimming those lights completely is a real safety hazard—especially when it comes to the warning lights.



One crew learned that lesson the hard way when the NBC filter on their tank caught fire after the air cycle turbine failed. The crew reported that the NBC OVERHEAT SPONSON OUT light didn't provide any warning. It turned out that the warning light was working but had been completely dimmed.

So follow the procedure on Page 2-179 of TM 9-2350-264-10-1. It tells you how to adjust the brightness control knob so the lights are dimmed but still readable. Never dim them completely.

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